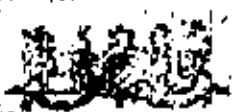






## INTIMATION.

A. J. WATSON &amp; CO., LIMITED.



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With SEEDS FOR GARDENING have been issued and may still be obtained on application.

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A high-class fertilizer for Pot. Plants and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby adding the Plants to obtain their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. \$1.75. 25 lbs. \$3.50. Directions for Use are given on the Label.

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A. J. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY, Established A.D. 1841. Hongkong, 11th September, 1904.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor." Correspondents are requested to forward their names and addresses with communications addressed to "The Editor," not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have appeared in other papers or in the Daily Press should be sent to "The Editor," on the day of publication, unless the editor is notified. Only Signatures will be published.

Telephone Address Press, P. O. Box 20. Telephone No. 12.

## The Daily Press.

HONGKONG, SEPTEMBER 15th, 1904.

A question of some interest to masters of the mercantile marine, has recently been raised at Singapore. The certificate of Captain Moor, of the steamer *Nanyang*, having been suspended by a Court of Inquiry held with reference to the stranding of that vessel, an application was made on his behalf to the Chief Justice to have the proceedings removed to the Supreme Court, with the object of having the finding quashed. The ground of the application was that the Court suspended the master's certificate although no charge had been made against him and he had not an opportunity of defending himself, and that in so acting the Court exceeded its powers. The Chief Justice said he was unable to hold, as contended for the applicant, that a Marine Court of Inquiry in the Straits Settlements had no power to suspend a certificate when the owner thereof had not been formally charged with some wrongful act or default, and his Lordship therefore refused the application. The suspension of the Captain's certificate will therefore stand, unless the decision should be reversed by the Board of Trade, but the period of suspension being only four months it will probably have expired before the decision of the Board of Trade can reach Singapore.

The rules made to regulate the procedure of Courts of formal investigation in England provide that, when the Board of Trade desires the certificate of any person to be dealt with a motion to that effect is to be made by the officer representing the Board of Trade before the Court of Inquiry. Those rules, however, are not in force in the Straits Settlements, nor in Hongkong, and a master's certificate may be suspended without any charge having been formulated against him. On a superficial view, this seems to open the door to possible injustice; whether it does in reality may be open to question. The Singapore case, however, seems to have excited the sympathy of Mr. Bogaampy, a member of the Legislative Council, who at the last meeting of that body gave notice of his intention to ask the following questions:—(1) Whether it is intended to make any rules under Section 8 of the Marine Courts of Enquiry Ordinance, as amended by Ordinance 17 of 1892, for carrying that Ordinance into effect, and whether, in such rules for the procedure of Courts of Enquiry, the Government will give effect to the 3rd clause of the above Ordinance by adopting the Board of Trade instructions, by which, when it is proposed to deal with an officer's certificate, that officer will have full notice of the nature of duty of which he is accused? (2) Whether it is possible to appoint an officer to represent the Government at such enquiries, and thus to relieve the president of such Courts from the inconvenient position of being "virtually prosecutor as well as judge?" The Governor ruled the latter part of the

second question out of order, and the words after "president" were therefore struck out, though they express the real point at issue.

The President of a Marine Court of Inquiry is usually the Harbour Master, but it is hardly correct to speak of him as "prosecutor" as well as "judge." The Chief Justice of the Straits in the judgment already referred to, said: "Such Courts may be called upon to enquire into charges of misconduct or incompetency against the holder of a certificate (under section 10 of Ord. 25 of 1870) and there must necessarily be a complaint or a charge made by some person. But when the investigation is made as to the circumstances of a wreck or other casualty, there is not the same reason for a formal charge or indictment. The general result of the provisions of the Marine Court Shipping Acts on the subject appears to me to be as follows:—When the master who has had the misfortune of losing his ship or whose ship has been seriously damaged, finds himself before a Court of Enquiry, he has to answer for his conduct in connection with such casualty, the issue for him being whether he will again be allowed to take command of a ship, in other words, whether his certificate, which the Court has the power of taking from him at the beginning of the enquiry, will be returned or left to him. He is of course entitled to explain his conduct, he may examine the witnesses, and call his own witnesses, he may address the Court, and he may have the assistance of counsel. He is thus given a full opportunity of showing that he is not responsible for the casualty. But the law of this Colony does not require that a formal charge of a wrongful act or default should be made against him."

The President of the Court examines the witnesses, but not in the manner of a prosecutor, and with two or more masters of the mercantile marine sitting as members of the Court, as is usually the case, the tribunal cannot be considered an unfavourable one for the master and officers of the vessel in connection with which the inquiry is held. If there was any general wish amongst the seafaring community for an alteration in the procedure of Courts of Inquiry in the direction indicated by Mr. Bogaampy's question, their could probably secure it, by representing their views to the Government, but it may be doubted whether the change would be an improvement either as regards abstract justice or the interests of the mercantile marine. It would virtually be importing counsel for the prosecution into the inquiry instead of allowing the examination of the witnesses to be conducted as at present by the President, whose impartiality has never in experience been in question. One good effect of the proposed change, however, would be the shortening of inquiries, for the officer appointed to conduct the prosecution would necessarily have to make himself acquainted with the circumstances before-hand and would be able to go to the material points to the Court, which would thus be relieved of the tediousness of listening to the mass of irrelevant evidence which the present system entails.

A Bill to provide isolation for leprosy is shortly to be introduced in the Legislative Council of India. The O. P. steamer *Empress of Japan* arrived at Nagasaki at 6 a.m. yesterday, and left at 3 p.m. for Hongkong via Shanghai.

The D. D. R. steamer *Osaka*, from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 20th inst.

The *Bangkok Times* states that thirteen men arrested for the murder of a Mr. Durando at Ayuthia recently, and sent down to Bangkok for trial, have been found guilty and sentenced to death by a Siamese Court.

We have been favoured by the Spanish Consul with the following telegram received by him from the Manila Observatory yesterday morning:—The two depression announced yesterday remain almost stationary without increasing in force at present.

To-morrow morning, between 9 and 10.30 a.m., the steamer *Empress of Japan*, carrying the *Bethel* flag, will call alongside our wharf, to receive the *Empress of Japan*, to convey mail to 11 a.m. service at St. Peter's (Seamen's) Church, returning at 12.30.

To-morrow (Sunday) the *Paras*, followers of Zoroaster, known as *Paras* or *Paras* or *Paras*, will celebrate their New Year. This will be the 26th year of Y. Zoroaster. We cordially wish a happy and prosperous year to the *Paras* community of Hongkong and the Straits of Malacca.

The mysterious disappearance of Mr. C. G. Grant, the steamer *Empress of Japan*, has been followed by the discovery of his body in the sea. The late Mr. Grant arrived in San from Barcelona about three months ago, and he had been in the water for some time before he was found. It is a pity that he was not one time in office in the Royal Irish Constabulary.

"Much surprise," the *Central News* bears, "has been occasioned at the Foreign Office by the fact that the Japanese Legation here has taken the unusual course of appealing an English Consular officer to investigate the alleged murder of a Japanese subject, and official explanations which are issued as from an authoritative source with a view to influencing public opinion in Great Britain. Probably the Japanese Legation will be told that such a step is not in accordance with diplomatic usage, nor in accordance with international law."

The new *Queen Mary*, Captain Selwyn, arrived yesterday morning at her berth (No. 34) at the East. She is a steel-hulled steamer of 3,000 tons, built by the London and Glasgow Shipbuilding Co. and her trial trip took place on the Clyde on Jan. 21. The vessel is 360 feet long, 45 feet broad, and 27 feet deep, and carries 5,000 tons of coal. The engines are of the triple expansion type, with cylinders of 29 in. diameter and 73 in. stroke. It is a fine specimen of modern shipbuilding, and is expected to be a great success.

On the arrival of the P. O. steamer *Sura* at Singapore from Calcutta, the 4th steamer was boarded by a detective officer from the Hongkong Police, and a search was made for a Chinese subject named *Choo*, who was reported to have been in Calcutta. The detective officer was unsuccessful in his search, and the *Sura* was allowed to proceed on her voyage.

The British ship *Y. W. Poon*, which is reported to have been in the vicinity of the *Empress of Japan*, is said to have been in the vicinity of the *Empress of Japan* when it was last seen. The *Y. W. Poon* is a small steamer, and is said to have been in the vicinity of the *Empress of Japan* when it was last seen.

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## RUSSIAN TELEGRAMS.

THE CHINA-JAPAN WAR.  
A dispatch from the Japanese Legation at London, dated 14th September, states that the Japanese Legation at London has received a telegram from the Japanese Legation at Tokyo, dated 13th September, stating that the Japanese Legation at Tokyo has received a telegram from the Japanese Legation at Moscow, dated 12th September, stating that the Japanese Legation at Moscow has received a telegram from the Japanese Legation at St. Petersburg, dated 11th September, stating that the Japanese Legation at St. Petersburg has received a telegram from the Japanese Legation at Moscow, dated 10th September, stating that the Japanese Legation at Moscow has received a telegram from the Japanese Legation at St. Petersburg, dated 9th September, stating that the Japanese Legation at St. Petersburg has received a telegram from the Japanese Legation at Moscow, dated 8th September, stating that the Japanese Legation at Moscow has received a telegram from the Japanese Legation at St. Petersburg, dated 7th 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the 1990s, the number of people in the United States who are 65 years of age or older is projected to increase from 20 million to 35 million, and the number of people 75 years of age or older is projected to increase from 10 million to 17 million (U.S. Census Bureau, 1996). The number of people 85 years of age or older is projected to increase from 2 million to 4 million (U.S. Census Bureau, 1996). The number of people 90 years of age or older is projected to increase from 500,000 to 1 million (U.S. Census Bureau, 1996). The number of people 95 years of age or older is projected to increase from 100,000 to 200,000 (U.S. Census Bureau, 1996). The number of people 100 years of age or older is projected to increase from 10,000 to 20,000 (U.S. Census Bureau, 1996).



## TO LET

WOODLANDS VILLA WEST.  
Apply to  
LINTSTRAD & DOVIS.  
Hongkong, 22nd August, 1894. [1571]

## TO LET

PEDDER'S STREET, No. 2, next to the  
THE PREMISES at QUEEN'S ROAD  
CENTRAL, No. 72.  
No. 6, WEST TERRACE.  
Apply to  
G. C. ANDERSON.  
Hongkong, 25th August, 1894. [1605]

## TO LET

DWELLING HOUSES No. 6, Upper  
MOUNT TERRACE, Nos. 25 and 27,  
MOUNT STREET. Gas and Water laid on.  
Apply at 44, UPPER MOUQUE TERRACE.  
Hongkong, 4th September, 1894. [1649]

## TO LET

NOS. 7 and 9, SEYMOUR TERRACE.  
OFFICES and ROOMS at CONNAUGHT  
HOUSE.  
GARDENS in WANCHAI, at the Back of  
No. 8, CAMERON VILLAS, P.K.E.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 14th Sept. 1894. [1641]

## TO LET

DWELLING HOUSES  
"HIGHERLY" at MAGARENE GAP.  
No. 1 & 3, LIPON TERRACE.  
No. 8, OLD BAILEY.  
FLOORS in BLUE BUILDINGS.  
FLOORS in ELGIN STREET, PEEL  
STREET, and SEYMOUR TERRACE.  
FLOORS in No. 5, SHELLEY STREET.  
OFFICES  
PRAYA CENTRAL, over Messrs. Do-  
gdown, Laprak & Co's.  
GODOWN BUILDINGS.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO. LD.  
Hongkong, 7th September, 1894. [1644]

## TO LET

5-ROOMED HOUSE at the PEAK.  
Apply to  
Daily Press.  
Hongkong, 3rd September, 1894. [1643]

## TO LET

FURNISHED OR UNFURNISHED.  
A HOUSE at MAGARENE GAP.  
From the First July.  
Apply to  
CHARTREY INCHBALD.  
Hongkong, 25th June, 1894. [1642]

## TO LET

3-ROOMED FLAT, WANCHAI.  
GODOWN, WANCHAI.  
Apply to  
HUMPHREYS ESTATE AND  
FINANCE CO., LD.  
Hongkong, 14th September, 1894. [1655]

## TO LET

THE whole suite of OFFICES on the 1st  
FLOOR and GODOWN of the Tea  
Company's Premises at Ho Hing Lane.  
Apply to the  
MANAGER.  
Hongkong, 5th July, 1894. [1581]

## TO LET

NOS. 2, MOUNTAIN VIEW, the Peak, A FIVE-  
ROOMED HOUSE.  
Apply to  
Care of this Paper.  
Hongkong, 10th September, 1894. [1672]

## TO LET

COMMODIOUS GODOWN on PRAYA  
EAST.  
Apply to  
SIMPSON & CO.  
Hongkong, 5th April, 1894. [160]

## TO LET

BOARD AND RESIDENCE  
COMFORTABLY FURNISHED ROOMS,  
with Board.  
Apply to Mrs. MANFRED.  
Hongkong, 1st January, 1892. [1604]

## TO LET

PALATINE INSURANCE  
COMPANY, LIMITED.  
MODERATE RATES.  
PROMPT SETTLEMENTS.  
General Agent at Hongkong  
FOR FIRE AND ACCIDENT INSURANCES,  
A. H. RENNIE.  
16101

## TO LET

MASTERS of Vessels arriving here CAN-  
NOT BE TOO PARTICULAR as to the  
SOUNDNESS of the FRESH WATER  
more especially during the present epidemic.  
J. W. KEE & Co. Steam Water-boats  
enable them to SUPPLY VESSELS with any  
quantity of FRESH WATER with the  
greatest dispatch and at moderate rates.  
CALL PLACE "W" Commercial Code.  
Office, 18, Praya Central.  
Hongkong, 14th June, 1894. [119]

## TO LET

HONGKONG HANSHARD.  
REPORTS OF THE MEETINGS OF THE  
LEGISLATIVE COUNCIL.  
Season 1893-94.  
Reprinted from the Hongkong Daily Press,  
revised by the members, now ready.  
Price 2s.  
Hongkong, 9th October, 1893. [1213]

## TO LET

THE "CYLON OBSERVER"  
PUBLISHED DAILY.  
The Oldest and Largest Paper in the  
Colony, with a Circulation far ahead of  
any other local print.  
The ONLY CYLON JOURNAL that  
receives regular SPECIAL TELEGRAMS  
of all kind of other important Intelligence  
from Bombay, Madras, Calcutta, and  
REUTERS'S SERVICE FROM EUROPE, &c.  
Subscription, with Postage, to China and  
Japan, Reprint 47, in advance.  
"THE WEEKLY CYLON OBSERVER,"  
with SUPPLEMENTS containing all Tele-  
graphic Intelligence.  
Subscription for China, Japan, Straits, &c.,  
Reprint 12, in advance.  
Hongkong, 1st May, 1894.

## TO LET

HAVING been appointed Agent in Hong-  
kong and SOUTH CHINA for the Japan  
Gazette, Japan Gazette Summary, and  
"Hong Kong" Edition for Subscriptions and  
Advertisements will be received at this Office.  
Residence: 10, Praya Central.  
Hon. Secy: 3rd May, 1894.

## NOTICES TO CONSIGNEES

## FROM HAMBURG, PENANG, AND SINGAPORE

THE Steamship  
"GERDA"  
Captain F. Blücher, arrived from the  
above ports. Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signing by the Underwriter, and to take  
immediate delivery of their goods from  
Alameda.

Optional cargo will be forward till unless notice  
to the contrary be given before 4 P.M. To-day.  
Any Cargo, including their discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees risk and expense.  
No Claims will be admitted after the goods  
have left the Godowns, and all Goods remaining  
undispatched after the 15th instant will be sub-  
ject to rent.

All broken, chafed, and damaged goods are  
to be left at the Godowns, where they will be  
examined on the 15th inst., at 8 P.M.  
No Fire Insurance has been effected.  
SIMPSON & CO.,  
Agents.  
Hongkong, 8th September, 1894. [1669]

## NOTICE TO CONSIGNEES

## FROM CALCUTTA, PENANG, AND SINGAPORE

THE Steamship  
"ARRATON APCAR"  
having arrived from the above ports, Consignees  
of Cargo are hereby notified that their Goods  
will be delivered from Alameda.

Cargo impeding the discharge or remaining  
on board after the 15th instant, will be landed  
into the Godowns at consignees risk and expense  
into the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, Wanchai.

No Fire Insurance will be effected.  
Bills of Lading will be counter-signed by  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 11th September, 1894. [1683]

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Hongkong, 11th September, 1894. [1683]

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE PATCHED
LONDON & VIA HAMBURG	Gerda	British	Col. Brown	P. & O. S. N. Co.	On 24th inst. at Noon
LONDON & VIA HAMBURG	Gerda	British	Col. Brown	P. & O. S. N. Co.	On 24th inst. at Noon
LONDON & VIA HAMBURG	Gerda	British	Col. Brown	P. & O. S. N. Co.	On 24th inst. at Noon
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## CANADIAN PACIFIC RAILWAY COY'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

## CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

## SAFETY SPEED PUNCTUALITY.

## Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

## EMPRESS OF JAPAN, Comdr. G. A. Lee, R.N.R. WEDNESDAY, 3rd Oct. 1894.

## EMPRESS OF CHINA, Comdr. R. Arnold, R.N.R. WEDNESDAY, 31st Oct. 1894.

## EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Nov. 1894.

## THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

## JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) IN 12

## DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL

## TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving Vancouver daily, and across the Pacific

## FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection

## is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,

## which passengers to Great Britain and the Continent are given choice of.

## Passengers Booked through to all principal ports and AROUND THE WORLD. Retains

## tickets to various ports at reduced rates, good for 6, 9, and 12 months.

## SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military,

## Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

## CIRCULAR PASSENGER TICKETS (Hongkong to Vancouver, Vancouver to Sydney, Australia,

## via Hongkong, and Sydney to Hongkong via Beaulieu and Torres Straits, good for 3 months, \$100.

## The attractive features of this Company's route embraces the PALATIA STEAMSHIPS

## (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL

## TRAINS (the Company having recently acquired the latest and most magnificent Chicago World's

## Exhibition), and the direct and MAGNIFICENT MOUNTAIN AND LAKE SCENERY

## through which the Line passes.

## THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

## by the Company, and their appointments and Cuisine are unequalled.

## For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

## D. E. BROWN, General Agent, Pedder Street.

## Hongkong, 5th September, 1894. [1684]

## PENINSULAR &amp; ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON

## REMARKS.

LONDON & VIA HAMBURG. JAPAN. About 13th Sept. (Freight or Passage. (Call-  
ing at MARSEILLE if suf-  
ficient inducement offered.)

## NAGASAKI &amp; KOBE. Malwa. Noon, 20th Sept. Freight.

## SHANGHAI. SIAM. About 24th Sept. Freight or Passage.

## LONDON &amp; VIA HAMBURG. RAVENNA. Noon, 27th Sept. See Special Advertisement.

## YOKOHAMA &amp; VIA HAMBURG. ANCONA. On 28th Sept. Freight or Passage.

## For further particulars apply to

## H. K. JOSEPH, Superintendent.

## Hongkong, 15th September, 1894.

## VESSELS IN THE BERTH

## FOR SHANGHAI

## THE Steamship

## "LIVEMOON,"

## Captain G. Heusermann, will be despatched for the

## above port TO-DAY, the 15th inst., at 4 P.M.

## For Freight or Passage, apply to

## DOUGLAS LAPELLE &amp; Co.,

Agents.  
Hongkong, 14th September, 1894. [1698]

## FOR SINGAPORE, PENANG, AND

## CALCUTTA.

## THE Steamship

## "ARRATON APCAR,"

## Captain J. E. Heusermann, will be despatched for the

## above ports TO-MORROW, the 16th inst., at

## DAYLIGHT.

## For Freight or Passage, apply to

## DAVID SASSOON, SONS &amp; Co.,

Agents.  
Hongkong, 12th September, 1894. [1688]

## "MOGUL" LINE OF STEAMERS.

## FOR SHANGHAI, KOBE, AND

## YOKOHAMA.

## THE Steamship

## "PATHAN,"

## Captain Wright, will be despatched for the

## above port TO-MORROW, the 16th inst., at

## DAYLIGHT.

## For Freight or Passage, apply to

## DOUGLAS LAPELLE &amp; Co.,

Agents.  
Hongkong, 12th September, 1894. [1688]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SWATOW, POOHOOW, AND

## TIENTSIN.

## THE Steamship

## "NANCHANG,"

## Captain Finlayson, will be despatched for the

## above ports TO-MORROW, the 16th inst., at

## DAYLIGHT.

## For Freight or Passage, apply to

## DOUGLAS LAPELLE &amp; Co.,

Agents.  
Hongkong, 12th September, 1894. [1688]

## COMPAGNIE DES MESSENGERIES

## MARITIMES

## PAQUEBOTS POSTAUX FRANÇAIS.

## NOTICE.

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA, CO-

## LOMBO, PONDERREY, MATARAS,

## CALCUTTA, ADEN, SUEZ,

## PORT SAID, MEDITERRANEAN AND

## BLACK SEA PORTS.

## MARSEILLE, LONDON, HAVRE, AND

## BORDEAUX.

## ALSO,

## PORTS OF BRAZIL AND LA PLATA.

## ON WEDNESDAY, the 15th instant,

## at Noon, the Company's Steamship

## "YARARAT," Captain Finlayson, will

## leave for the above ports, calling at

## Main, Passengers, Specie and Cargo will

## leave this Port for the above places.

## Cargo and Specie will be registered for

## London, at 10 P.M. on the 15th inst.

## (Cargo is not to be sent on board,

## they must be left at the Agency's Office).

## For further information, apply to the

## Company's Office.

## G. D. CHAMPAUX,